

BRIDGE CROSS SECTIONS

LANE, SHOULDER,
SIDEWALK, AND FISHING
ACCESS CONFIGURATIONS

MARTIN'S POINT BRIDGE
FALMOUTH - PORTLAND

NEW CROSS SECTION

SOME THINGS TO THINK ABOUT

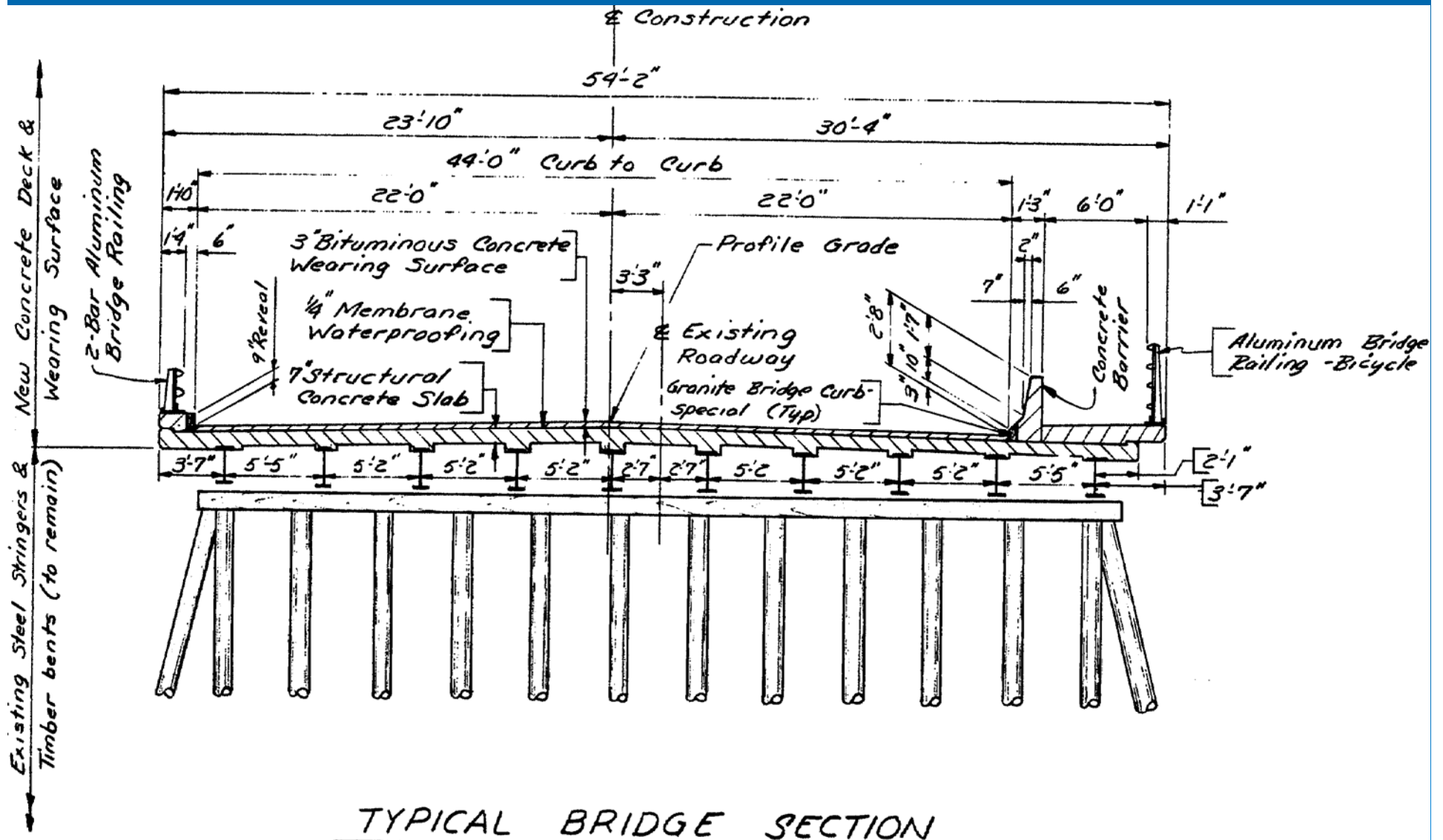
- The RFP will include parameters and requirements for the project, but will not dictate the actual design.
- Some requirements in the RFP will be prescriptive, such as number of lanes, minimum lane and shoulder widths, minimum and maximum grades, no weathering steel allowed, etc.
- Many requirements in the RFP will be non-prescriptive to allow more flexibility and encourage creativity, such as number and types of piers, beam types, fishing access details, bridge rail types, aesthetic details, etc.

NEW CROSS SECTION

SOME THINGS TO THINK ABOUT

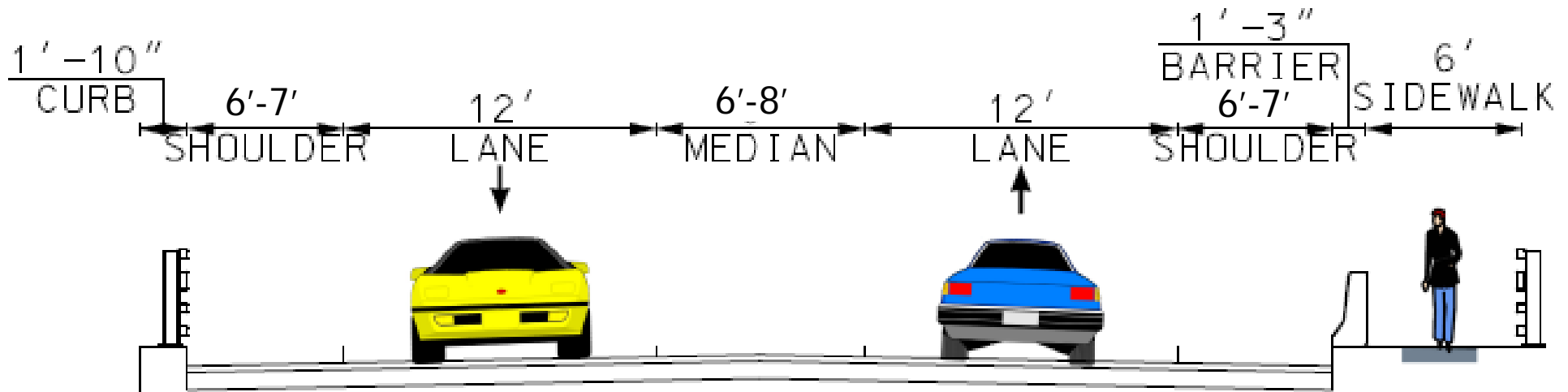
- How is this bridge going to function in all modes?
- Should the bridge continue with two lanes (one lane in each direction) of vehicular traffic?
- How are bicyclists best accommodated - in the shoulders only, in a separated multi-use pathway only, or a combination of the two?
- Is there a need for a sidewalk on the upstream side in addition to the downstream side?
- How can fishing access from the bridge be provided?

EXISTING BRIDGE CROSS SECTION



As Built in 1991

EXISTING BRIDGE CROSS SECTION



As Re-stripped From 4 Lanes To 2 Lanes
Total Bridge Width = 54'-2"

EXISTING BRIDGE CROSS SECTION

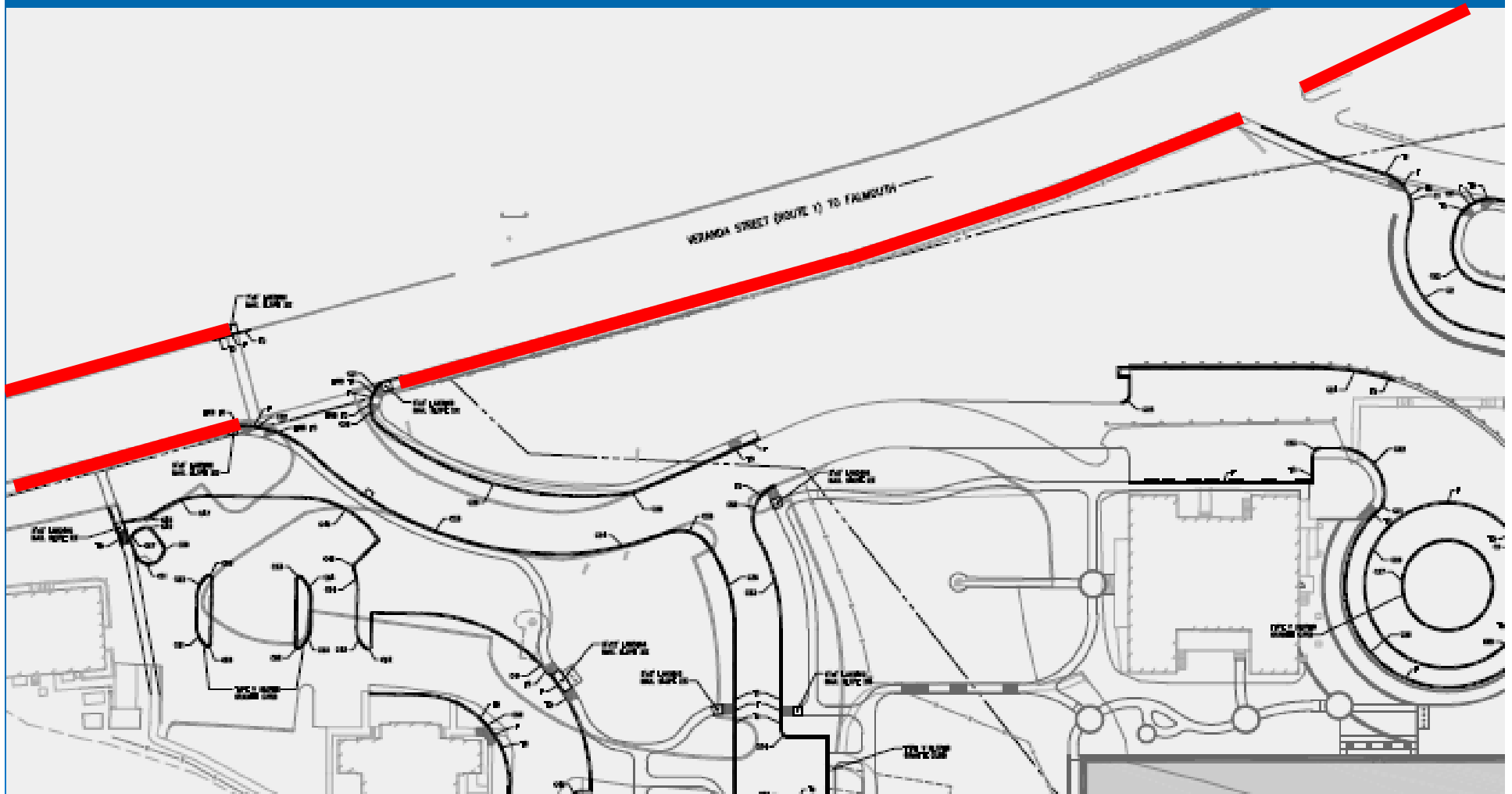


EXISTING PORTLAND APPROACH



- Striped center medians with left turn lanes into Martin's Point
- Red lines show approximate existing sidewalk locations

EXISTING PORTLAND APPROACH



- Sidewalk extends from bridge into Portland on downstream (east) side
- Sidewalk ends at new traffic light on upstream (west) side

EXISTING FALMOUTH APPROACH



- Existing sidewalk extends from bridge onto causeway on downstream (east) side and ends at Bay Shore Drive
- North of Bay Shore Drive, there is no sidewalk on either side for about a mile
- Existing striped median ends at Bay Shore Drive and center turn lane begins extending north

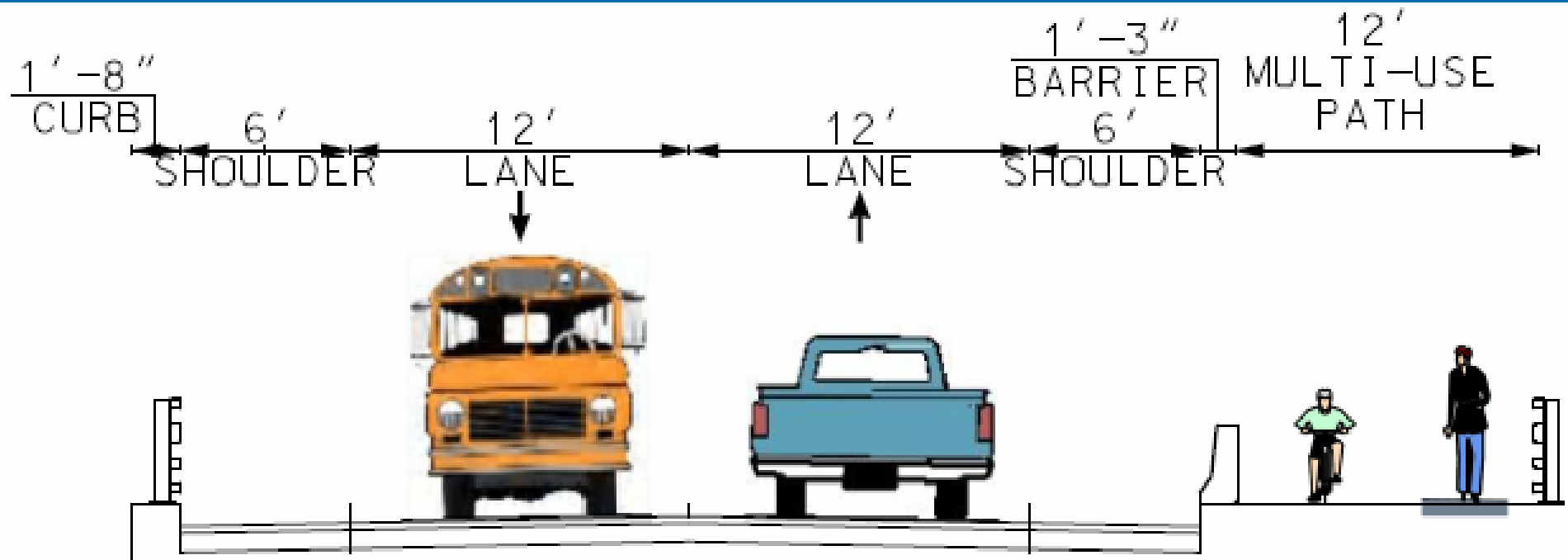
EXISTING FALMOUTH APPROACH



NEW CROSS SECTIONS

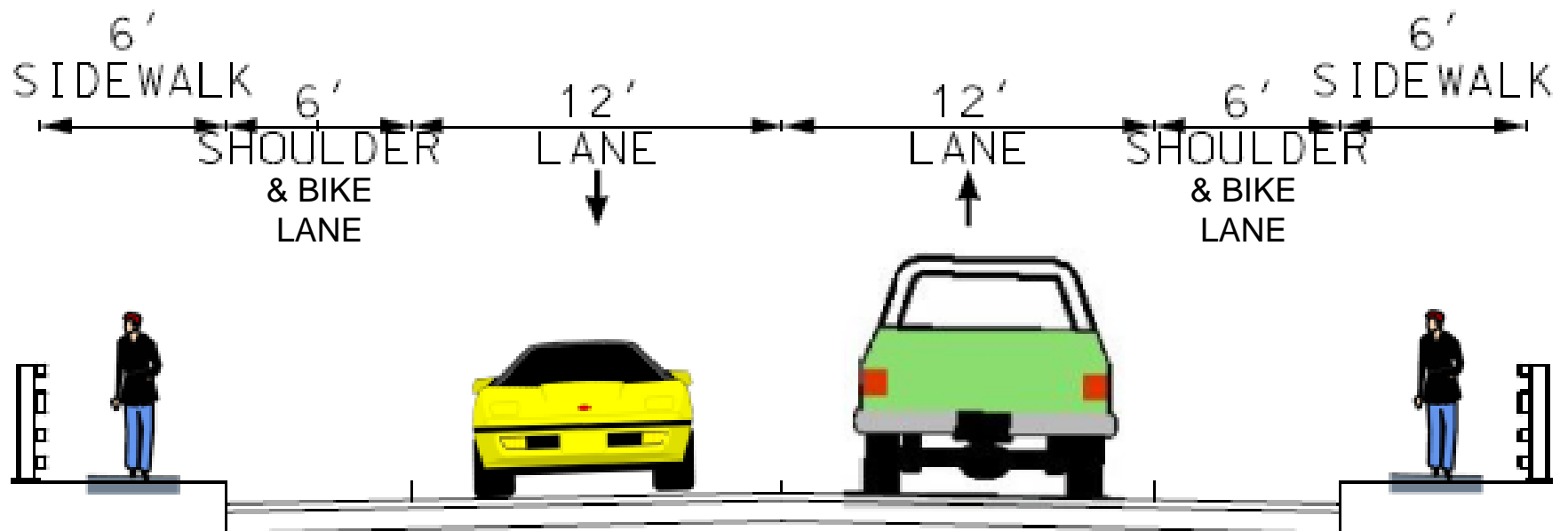
- The previous images are just a review and reminder of what is out there now and how the bridge is currently functioning
- The following images are schematic in nature for the purpose of discussing the function and use of the new bridge
- The options shown do not preclude the consideration of other viable options – these are just examples
- MaineDOT does not necessarily support all options shown

BRIDGE CROSS SECTION OPTIONS



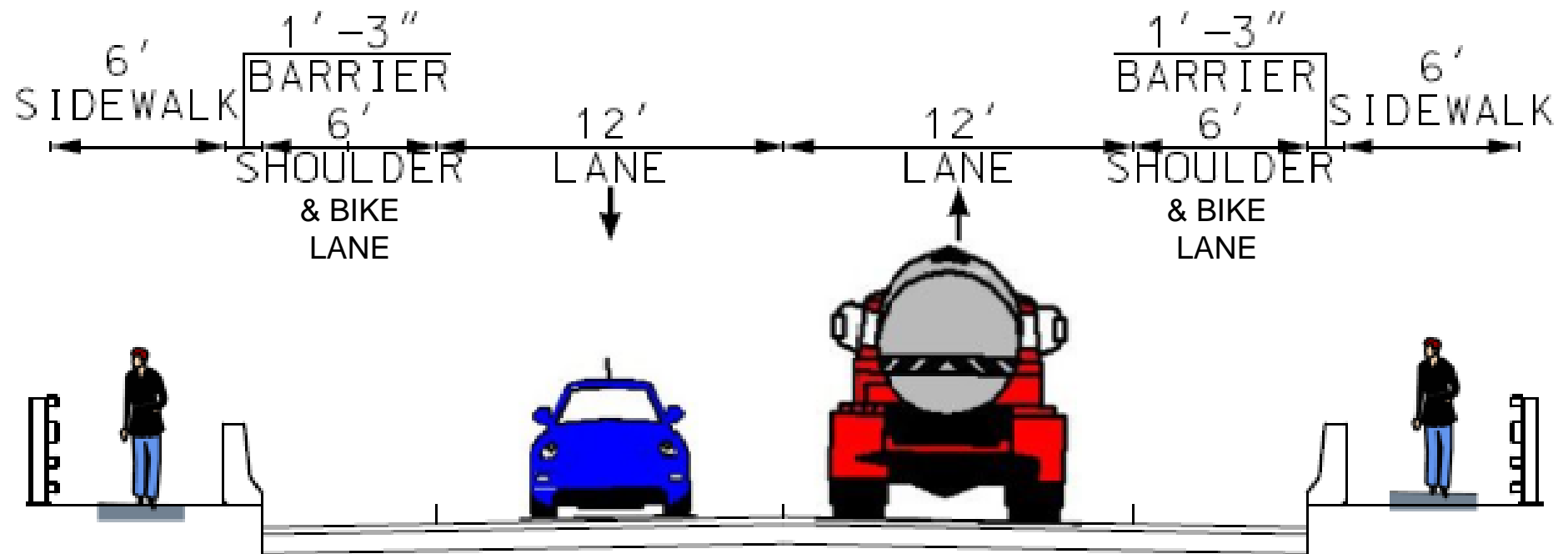
Total Width = 52'-7"

BRIDGE CROSS SECTION OPTIONS



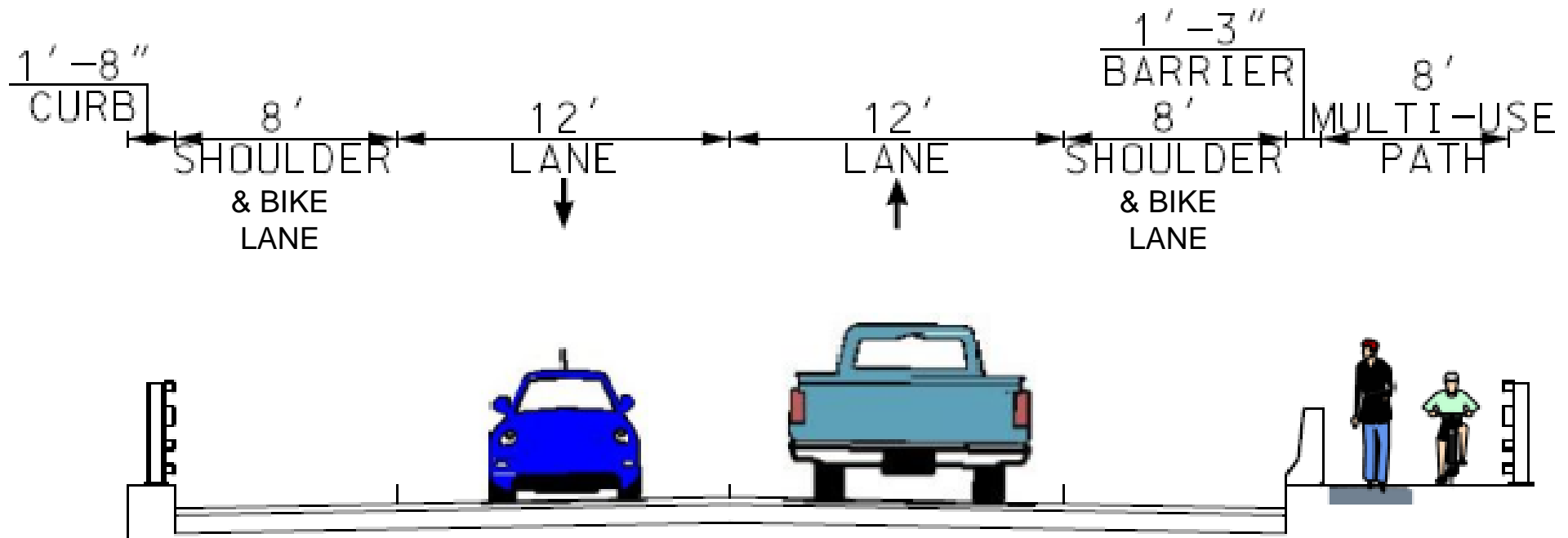
Total Width = 51'-4"

BRIDGE CROSS SECTION OPTIONS



Total Width = 53'-10"

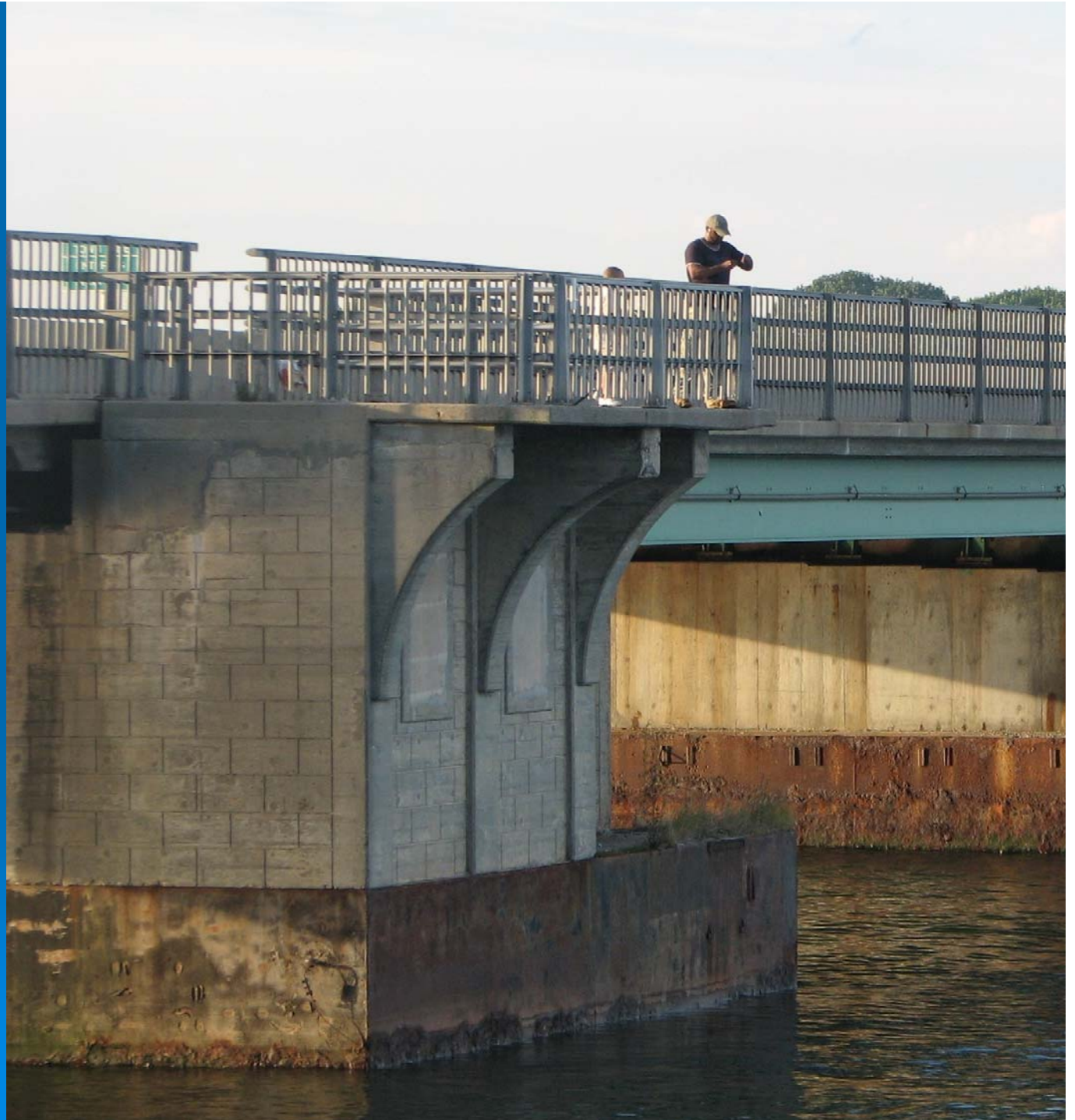
BRIDGE CROSS SECTIONS



Total Width = 52'-7"

EXISTING FISHING ACCESS

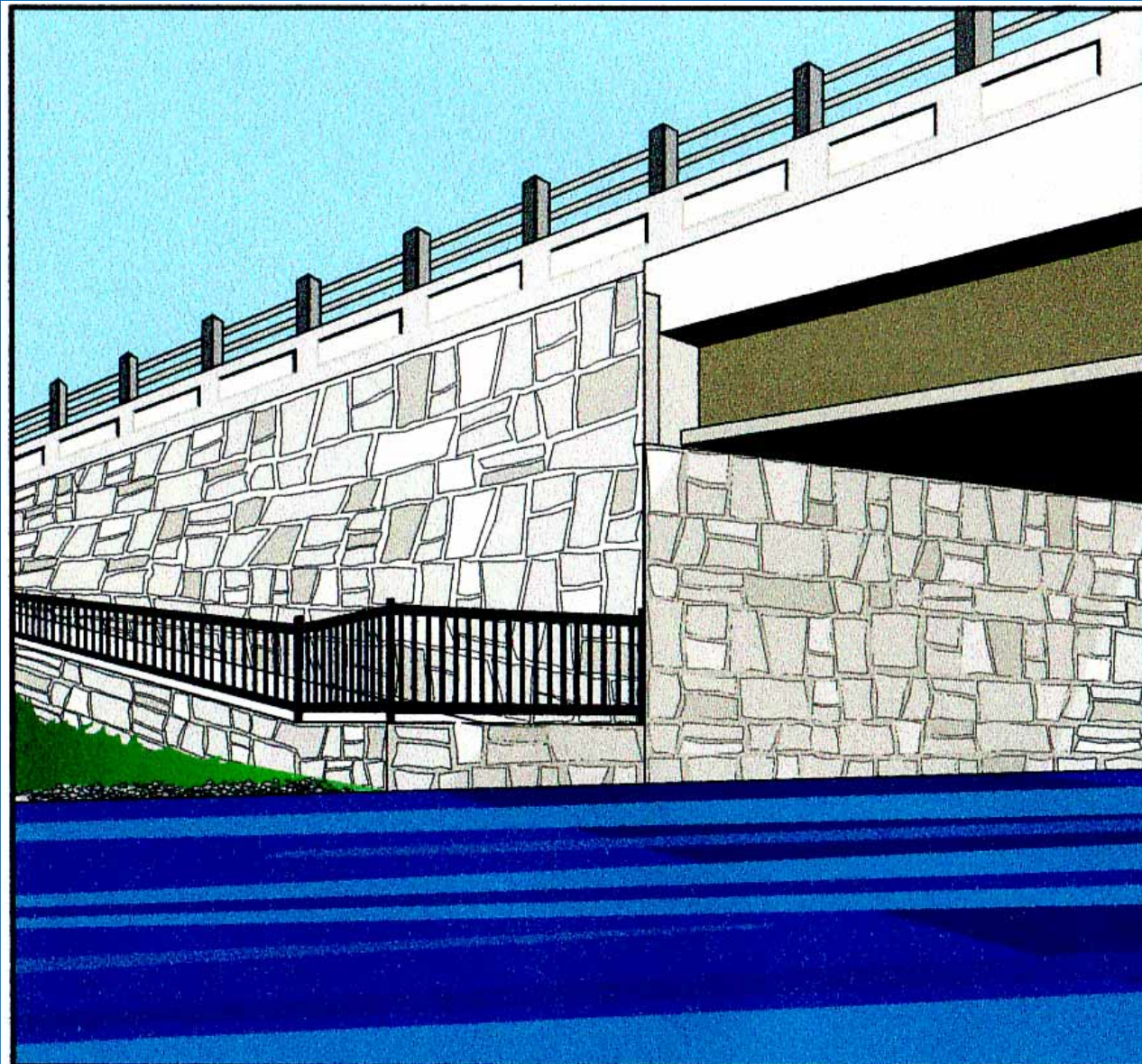
- Platform located on downstream side
- 13'-5" X 17' out-to-out
- 12'± X 15'± inside railing



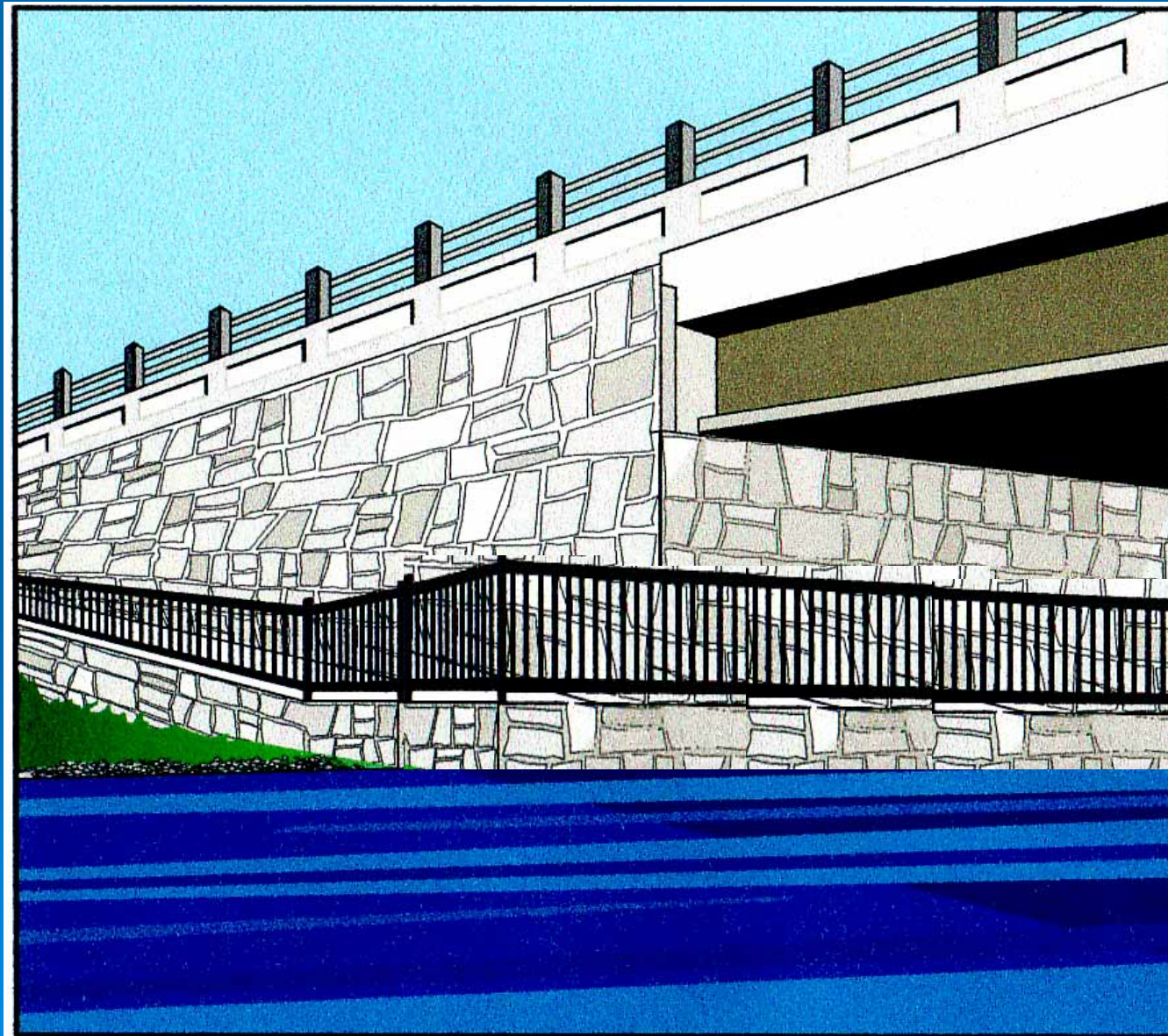
FISHING/PEDESTRIAN ACCESS OPTIONS

- Platform on one side, similar to existing
- Platforms on both sides, possibly depending on sidewalk configurations
- Ramp adjacent to bridge, on one side or both sides
- Ramp wrapping around abutment
- Combination – platform off of sidewalk on one side, with ramp adjacent to bridge on the other side
- Other?

FISHING/PEDESTRIAN ACCESS OPTIONS



FISHING/PEDESTRIAN ACCESS OPTIONS



FISHING/PEDESTRIAN ACCESS OPTIONS

